

# Ballard to Downtown HCT and Ship Canal Crossing Project

Council Briefing  
August 12, 2013



# High Growth Areas



## Ballard Urban Village

- Achieved 148% of the 2024 residential target
- Achieved 92% of the 2024 employment target

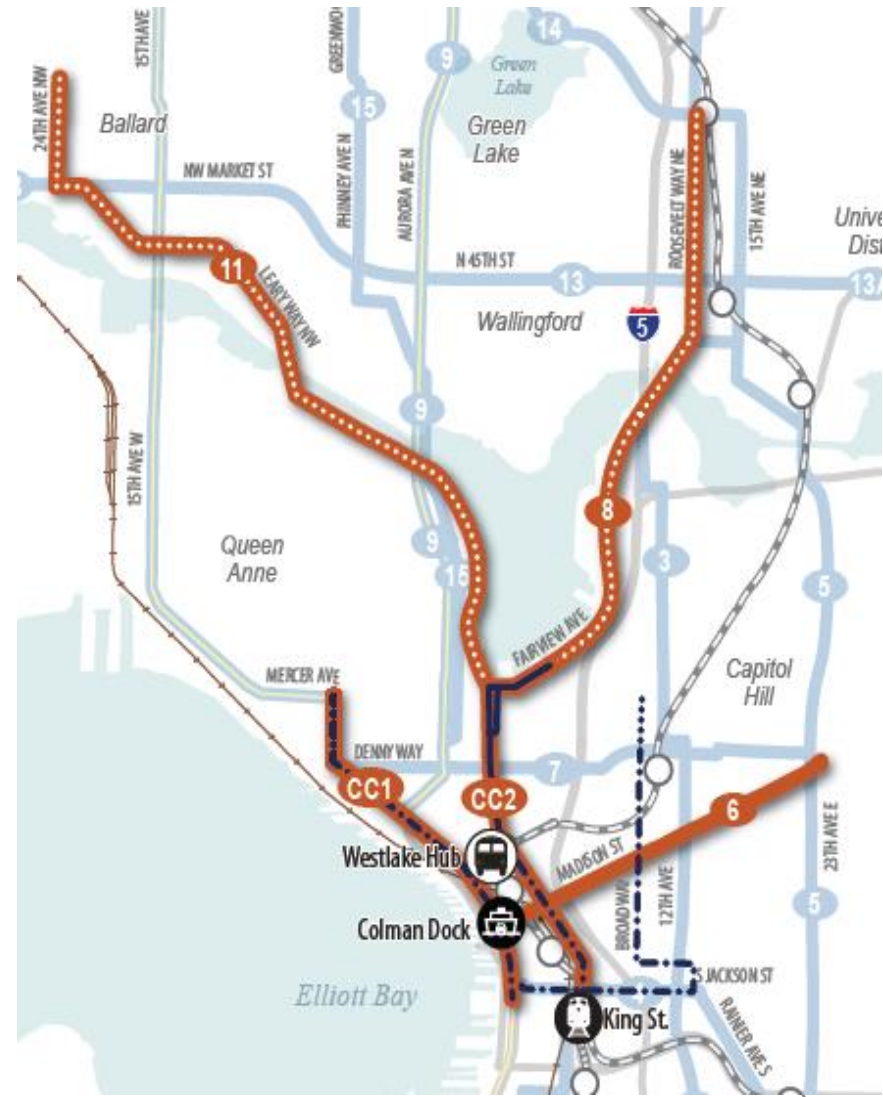
## Fremont Urban Village

- Achieved 95% of the 2024 residential target
- Achieved 85% of the 2024 employment target

# Transit Master Plan

## Why study rail in the Ballard corridor?

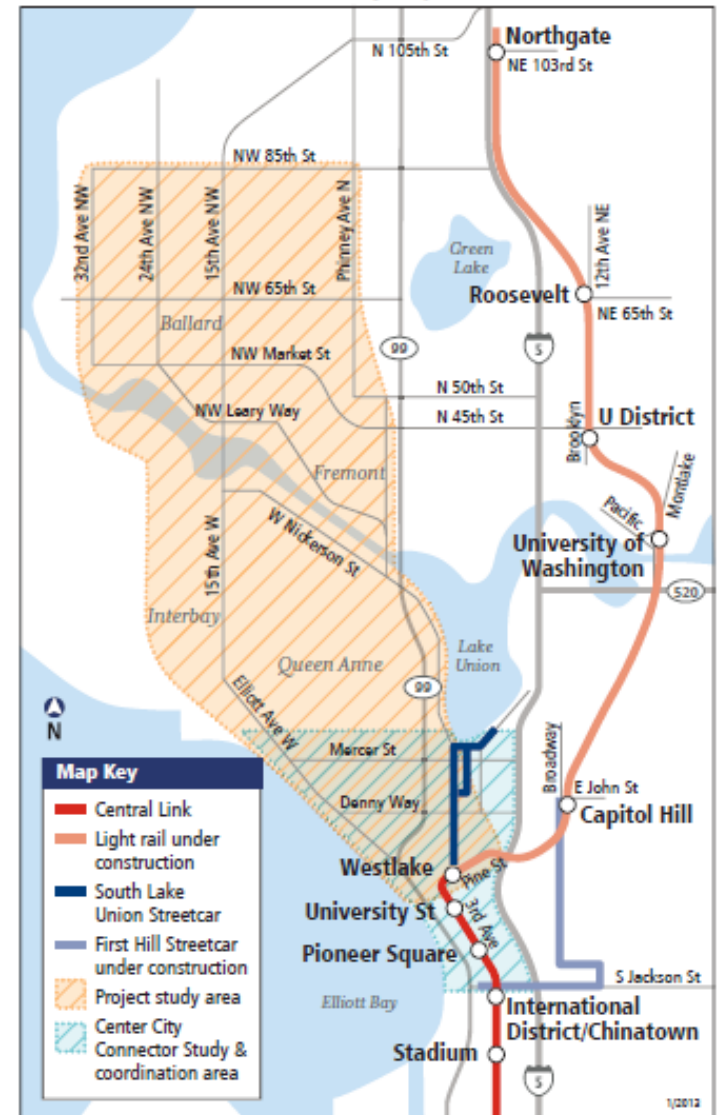
- Council adopted CIP Project
- Highest ridership corridor
- Rail is recommended:
  - Capacity
  - Operating costs



# Ballard to Downtown HCT

- Partnership with ST
- Identify potential alignments
- 8 corridors designated for public review
  - Being refined to 4
  - No preferred alternative
- Corridors include 4 water crossing options
- HCT Focus; does not evaluate other modal needs

Ballard to Downtown Seattle Study Map





## Interbay West/New Bridge

### Cost:

Market St to Downtown Seattle: \$750 - \$1,000 M

85th St to Market St: N/A

### Peak Period Travel Time:

Market St to Downtown Seattle: 14-19 min

85th St to Market St: N/A

**Ship Canal Crossing:** 140' Fixed Bridge

**Downtown** – At-grade, exclusive lane

**Interbay** – Elevated

**Crossing** – 140' Fixed bridge





## Interbay West/Ship Canal Tunnel

### Cost:

Market St to Downtown Seattle: \$2,500 - \$3,000 M

85th St to Market St: N/A

### Peak Period Travel Time:

Market St to Downtown Seattle: 12-17 min

85th St to Market St: N/A

**Ship Canal Crossing:** Tunnel

Downtown / QA – Tunnel

Interbay – Elevated

Crossing – Tunnel



## 15th Avenue/Elevated

### Cost:

Market St to Downtown Seattle: \$1,500 - \$2,000 M  
85th St to Market St: N/A

### Peak Period Travel Time:

Market St to Downtown Seattle: 11-16 min  
85th St to Market St: N/A

**Ship Canal Crossing:** 140' Fixed Bridge

Downtown – Tunnel

Interbay – Elevated

Crossing – 140' Fixed bridge



## 15th Avenue/At-grade

### Cost:

Market St to Downtown Seattle: \$500 - \$750 M

85th St to Market St: Approx \$100 M

### Peak Period Travel Time:

Market St to Downtown Seattle: 13-18 min

85th St to Market St: Approx 5 min

**Ship Canal Crossing:** 70' Movable Bridge

**Downtown** – At-grade, exclusive lane

**Interbay** – At-grade, exclusive lane

**Crossing** – 70' Movable bridge

**Ballard/CH** – At-grade, exclusive lane





## Queen Anne Tunnel

### Cost:

Market St to Downtown Seattle: \$2,000 - \$2,500 M  
85th St to Market St: N/A

### Peak Period Travel Time:

Market St to Downtown Seattle: 15-20 min  
85th St to Market St: N/A

**Ship Canal Crossing:** 70' Movable Bridge

Downtown/QA – Tunnel

Crossing – 70' Movable bridge

Leary/17th – At-grade, exclusive lane

## Westlake/Ship Canal Tunnel

### Cost:

Market St to Downtown Seattle: \$1,000 - \$1,500 M

85th St to Market St: Approx \$100 M

### Peak Period Travel Time:

Market St to Downtown Seattle: 14-19 min

85th St to Market St: Approx 6 min

**Ship Canal Crossing:** Tunnel

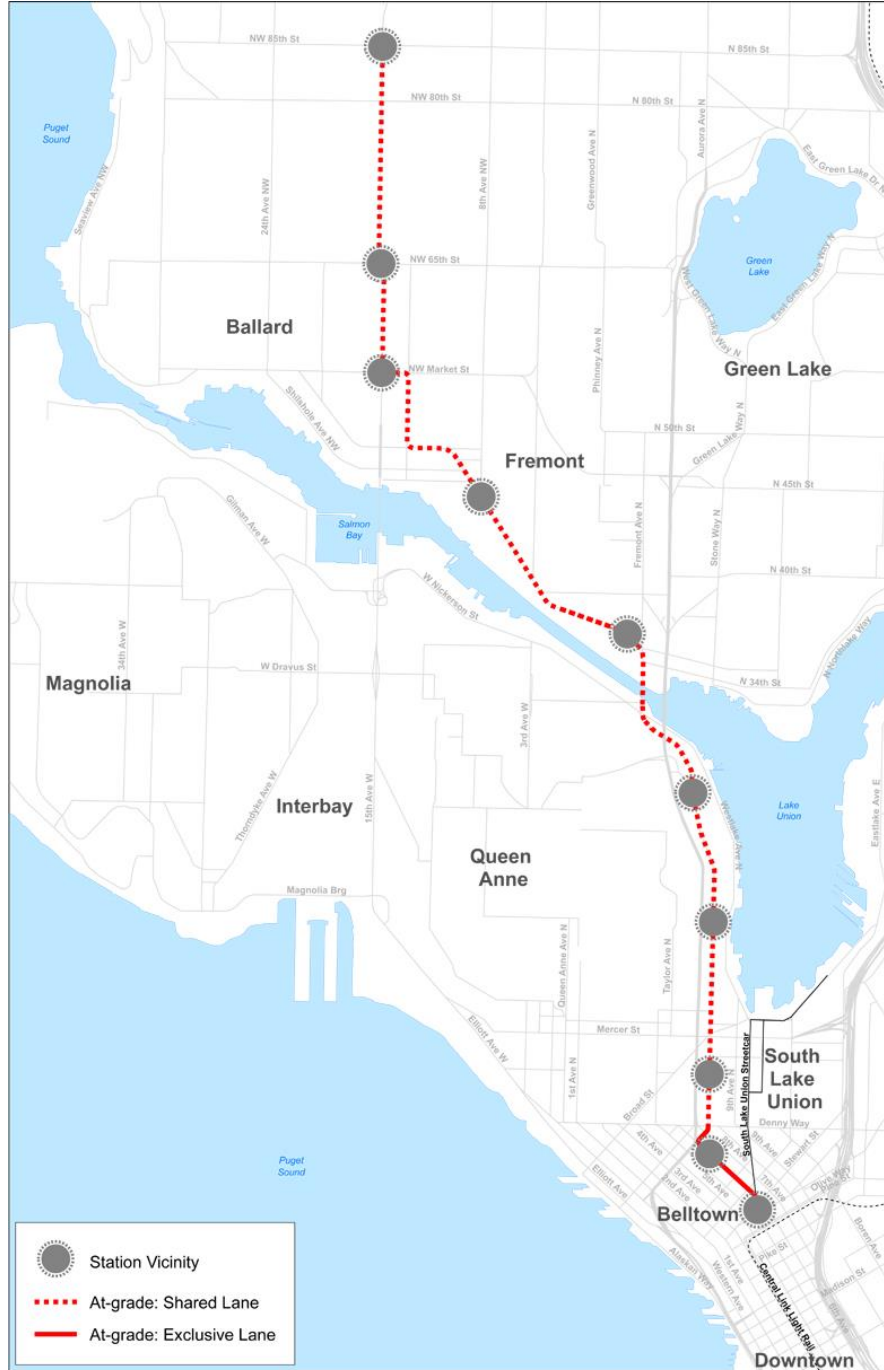
**Downtown** – At-grade, exclusive lane

**Westlake** – At-grade, exclusive lane

**Crossing/Leary** – Tunnel

**Ballard/CH** – At-grade, exclusive lane





## Dexter/Fremont Bridge

### Cost:

Market St to Downtown Seattle: <\$500 M  
85th St to Market St: Approx \$100 M

### Peak Period Travel Time:

Market St to Downtown Seattle: 18-25 min  
85th St to Market St: Approx 5 min

**Ship Canal Crossing:** Existing Fremont Bridge

**Downtown** – At-grade, exclusive lane

**Dexter** – At-grade, shared lane

**Crossing** – Fremont bridge

**Leary/15th** – At-grade, shared lane



## Westlake/New Bridge

### Cost:

Market St to Downtown Seattle: <\$500 M

85th St to Market St: Approx \$100 M

### Peak Period Travel Time:

Market St to Downtown Seattle: 17-24 min

85th St to Market St: Approx 6 min

**Ship Canal Crossing:** 70' Movable Bridge

**Downtown** – At-grade, shared lane

**Westlake** – At-grade, exclusive lane

**Crossing** – 70' Movable bridge

**Leary** – At-grade, exclusive lane

**24th** – At-grade, shared lane



# Public Engagement

- Open House Meetings
  - March 12
  - June 27
  - Significant participation
- Preference for:
  - Tunnel / grade separation
  - Service to densely populated neighborhoods
  - Fast and reliable service





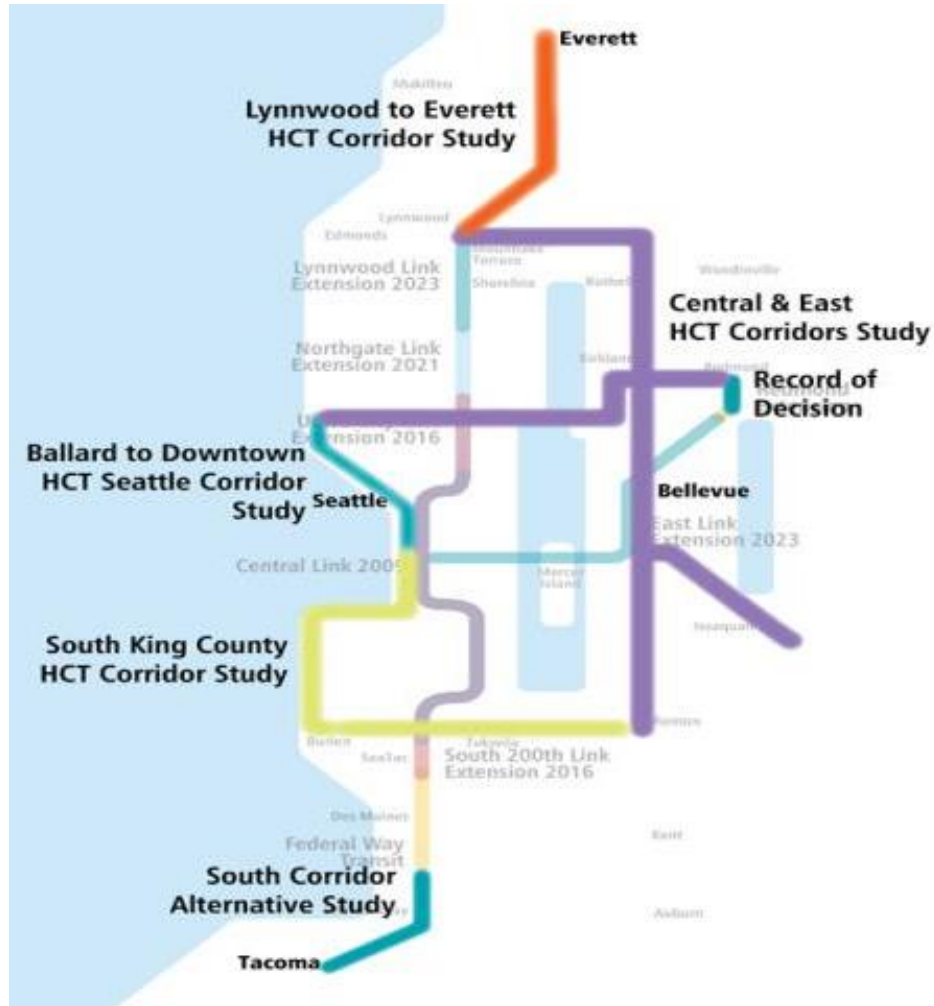
# ST 3 Planning Overview



## Planning Steps:

1. HCT Corridor Studies as identified in ST2 (2013 – 2014)
2. LRP Update with environmental review (2013 – 2014)
3. Next phase of the Regional HCT System Plan (ST3) (2015 – 2016)

# HCT Corridor Studies



- ☑ Ballard to Downtown Seattle Transit Expansion Study
- ☑ South Corridor Alternatives Planning Study
- Lynnwood-to-Everett Corridor
- South King Corridors:
  - Downtown Seattle to West Seattle and on to Burien;
  - Renton to Tukwila, Sea-Tac and on to Burien;
- Central & East Corridors:
  - I-405 BRT; Redmond to Kirkland and on to U-District; Ballard to U-District; Kirkland, Bellevue, Issaquah, Eastside Rail Corridor

# Timeline

<b>Summer 2013</b>	<ul style="list-style-type: none"><li>• Begin High-Capacity Transit corridor studies in preparation for updating the Long-Range Plan</li><li>• Analyze travel demand and population growth</li><li>• Gather information and input about possible future transit projects</li></ul>
<b>Fall 2013–late 2014</b>	Work with public and county and city representatives to understand population and employment growth patterns, identify candidate transit investments and update the Long-Range Plan
<b>2015–2016</b>	Develop a Sound Transit 3 ballot measure for consideration by voters in November 2016 or thereafter, if directed by ST Board

# Public Involvement

Kicks off with fall 2013 scoping process to update Long Range Plan

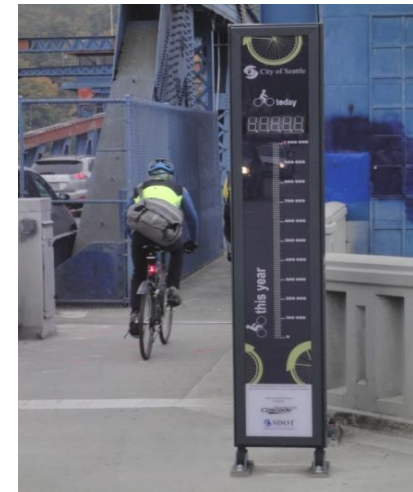
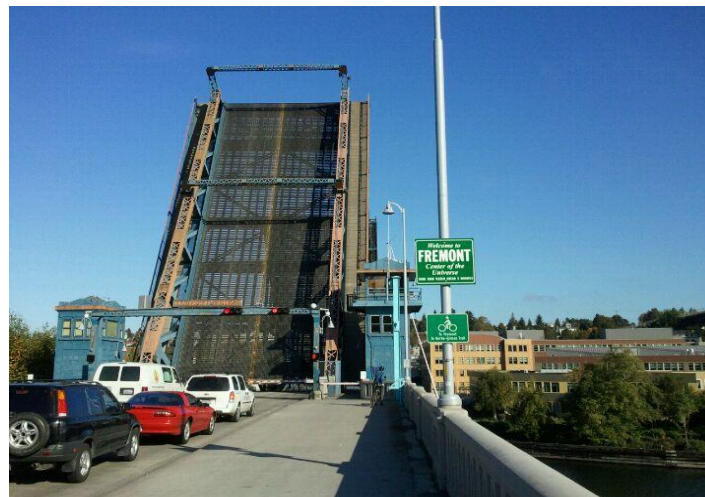
## Goals:

- Achieve widespread public interest and involvement
- Provide clear and compelling information on options and benefits
- Provide Board with timely and detailed input



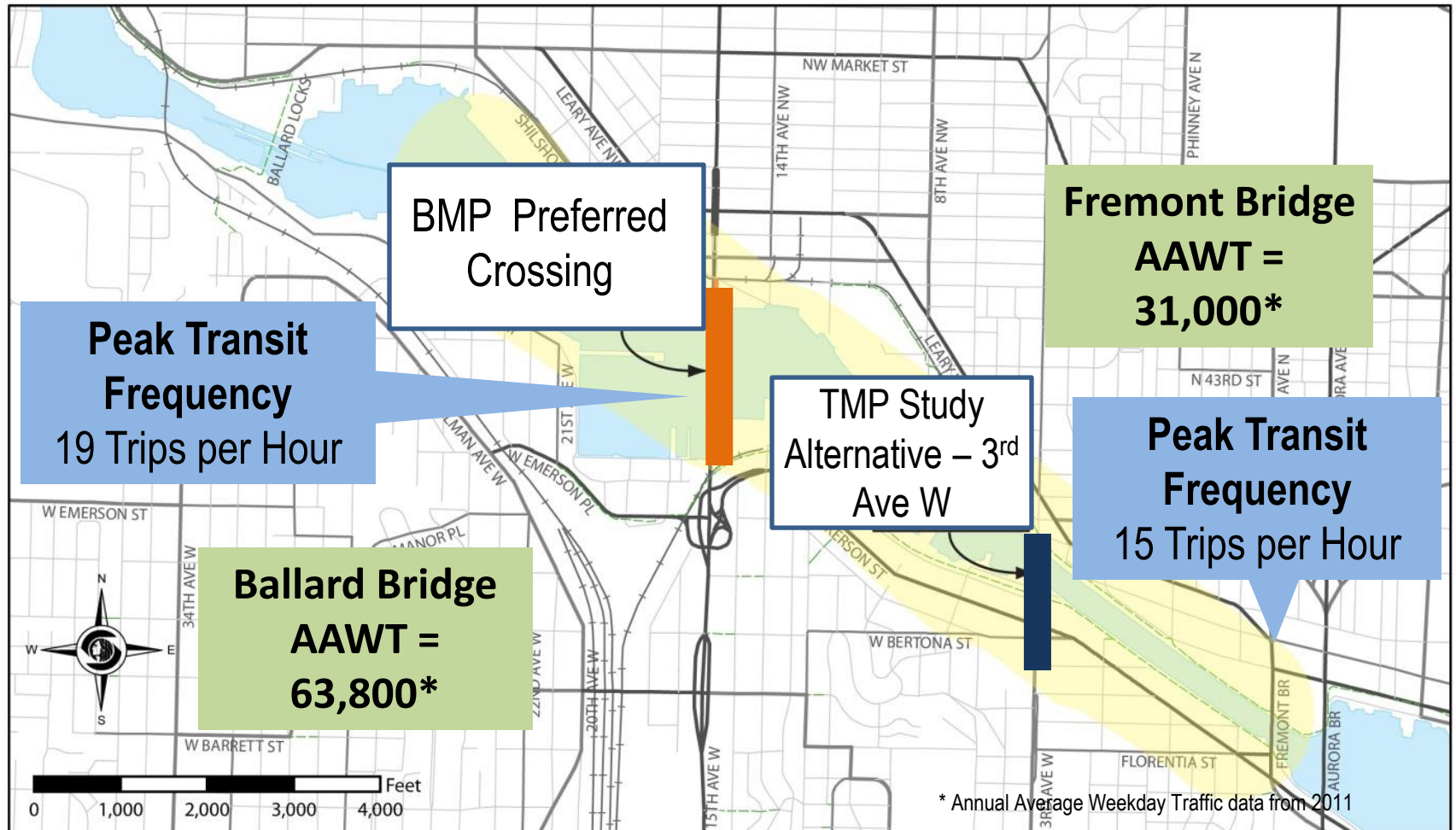
# Council-Adopted Plans

- 3 modal plans identify a new crossing
  - Transit Master Plan (2012)
  - Pedestrian Master Plan (2009)
  - Bicycle Master Plan (2007)
- The 2013 Draft BMP Update identifies crossing needs
  - Significant community outcry to improve the Ballard





# Crossing Volumes



# Crossing Study Considerations

- Consider mode compatibility and location
- Prioritize transit, bike and pedestrian connections
- Evaluate mix and match scenarios
  - Tunnel and high bridges - not compatible for bikes and pedestrians
    - Require a separate bike/pedestrian facility
  - New moveable bridge could include multiple modes
    - 70' bridge would require only infrequent opening
- Opportunity to reconfigure existing bridges
  - Increase bike and pedestrian space
  - Develop a couplet concept with an additional crossing

# Ballard to Downtown HCT Outcomes

- Implement the TMP's Ballard HCT Corridor
  - Coordination with Center City Connector
- Inform ST's Long Range Plan update and ST3 Plan
- Evaluate water crossing alternatives
- Establish cost ranges for BTG2 and ST3 funding consideration
- Establish community support



# Ship Canal Crossing Outcomes

If completed in 2014, concurrent with ST's HCT Corridor Studies, it advances:

- Feasibility analysis considering multiple modes
- Understanding of design alternatives and costs
- Leverages modal plan recommendation and is coordinated with Ballard to Downtown
- Costs to develop a funding package
- Potentially informs projects in:
  - BTG 2
  - ST Long Range Plan

